SELIGMANS OUT OF THE PRISCO

OPPOSITION DEVELOPS TO NEW ORLEANS TERMINAL.

counter Offer Made by William Edenborn's Railroad to the City of New Orleans The Council However Has voted Overwhelmingly for the Prisco.

As had been expected, the representatives of the so-called Seligman interests retired from the board of directors of the St Louis and San Francisco Railroad Company at the annual meeting of that company at St. Louis yesterday I. N. Seligman, Frederick Strauss, George A. Madill and Richard Olney were dropped from the board, and H. H. Porter, W. K.Bixby, J. S. Ford and S. T. Fulton of St. Louis, were elected directors in their places. Mr. Porter goes on the board representing the (hicago and Eastern Illinois, which was recently bought by the St. Louis and San Francisco. It was reported in Wall Street vesterday that Mr. Bixby was selected because of his interests in the Père Marquette, a deal between which road and the Frisco has been rumored for some time. An officer of the Frisco company was quoted, however, as saying that this was an error and that "Mr. Bixby was elected because he represents large interests in the Frisco, and it can be officially stated that the Frisco has no interest in the Père

The suggestion was made in Wall Street that the inclusion of Messrs. Ford and Fulton in the board of directors might possibly indicate an understanding that the personnel of the board is to be changed at a later date. The result of the election disposed of reports that representatives of J. P. Morgan & Co. were to be elected

It was learned yesterday that the St. Louis and San Francisco had encountered some opposition to its design to enter New Orleans by an extension from Memphis. The Frisco formed the New Orleans and San Francisco Raliroad Company to build and operate its line within the city and to enstruct a big passenger station in the leart of the city.

On Wednesday night the City Council

On Wednesday night the City Council adopted an ordinance authorizing this subsidiary company to carry out its plans but private despatches say that the Mayor of New Orleans may veto the ordinance, although the vote was 14 to 3 in its favor. The most active opponent of the Frisco's plans has been the Shreveport and Red River Valley Railroad, of which William Edenborn is President. Mr. Edenborn, who is now in New Orleans, has offered, it is said, to build and turn over to the city at once the five and a half miles of tracks which the Frisco planned to build and to turn over as soon as the city added enough trackage to make of it as a public belt line. Frisco agreed to turn this road over to the city in 1907 in any event.

It is understood that Mr. Edenborn wished to secure from the Council the same rights

to secure from the Council the same rights it was about to confer on Frisco. This was refused and the opposition offer was at once made by the Shreveport road.

Frisco interests here said yesterday that they had no fear that the Mayor would want the Council's or manner.

that they had no lear that the mayor would the Council's ordinance. In any event the overwhelmingly tavorable vote in the council could only be construed to mean that the measure would be passed over

GOLD CERTIFICATES FOR GOLD. Sub-Treasury May Make the Exchange With Individuals or Associations.

WASHINGTON, Feb. 5 .- Secretary Shaw received a letter to-day from the Assistant Treasurer of the United States at New York, saving that a trust company had asked to be permitted to deposit with him a large amount of gold, receiving in its place gold certificates of the denomination of \$10,000. The National Banking act provides that such an exchange might be made in the case of national banks, but does not specify whether the privilege should be restricted to national banks.

and corporations in making these exchanges is supposed to be the convenience and saving of expense connected with effecting

FIRMS OF ICE COMBINE. A Holding Company and a Division of

Territory. The negotiations between the American Ice Company and the Hammond Ice Company of Baltimore have got so far that it has practically been decided that the artangement between the two companies il take the form of a holding company h which a majority of the stock of each

The plan is to divide the territory be-tween the two companies in such a way as to give the American Ice Company the e cities on the eastern seaboard, north Baltimore, and the Hammond Company southern scaboard and the inland cities, uding Chicago, St. Louis and Pittsburg. The value of the Hammond Ice Company less in its process of artificial icemaking. The company has produced from 150 to 200 tons of ice daily in its Baltimore plant, and is considering the erection of a second plant with a daily capacity of 500 tons.

MONEY AND EXCHANGE.

Money on call, 2½, a3 per cent.; last loan, per cent.; ruling rate, 2½ per cent. Time oney is quoted at ½ per cent. for sixty and inety days, 4½ per cent. for six and nine months and 4½, 4½ per cent. for six and nine months and did to the control of the control prestic exchange on New York: Boston premium. Charleston—Buying, 1-16c, int, selling, 1-16c, premium. Savannah premium. Charleston—Buyung, 1-19c, secunt, selling, 1-16c, premium. Savannah liaying, 1/2c, discount; selling, par. San incisco—Sight, 12/3c, premium; telegraph, e premium. St. Louis—25c, discount and r. chicago—10c, discount bid, par asked, neinnati—Between banks, 40c, premium; er counter, 50c, premium. New Orleans—mmercial, 25c, discount; banks, \$1 premium. recointer, 50c. premium. New Orleans, morerial, 25c. discount banks, \$1 premium. Soney in London, \$0.83\(^4\) per cent. Rate of count in open market for short and three in the bills, \$1\(^4\) 0.3\(^4\) per cent. The Bank ingland minimum rate of discount unimed at 4 per cent. The proportion its reserve liabilities is 48.69 per cent., onst 47.38 last week and 48.75 the same ek of last year. The weekly statement of bank shows the following changes from previous accounts: The total reserves reased £138,000, circulation increased £138,000, other deposits unities decreased £539,000, other deposits reased £1,953,000, public deposits increased \$5.000, note reserves increased £544,000, vertiment securities decreased £544,000, then decreased £544,000, the decreased £544,000 France shows the following changes; ocirculation increased 49,975,000 francs; accounts current increased 4,975,000 sold on hand increased 2,000,000 bills discounted decreased 22,225,000 silver on hand increased 200,000

nmercial price of bar silver in New 47%. Bar silver in Lendon closed at Mexican silver dollars were quoted at New York Clearing House statement: Ex-hanges. \$18,741,256; balance, \$13,397,399. the Treasury debit balance, \$268,664.

JOTTINGS ABOUT TOWA.

COPPER STOCKS WEAKER. Except Tamarack, Which Makes a Jump

of 88 Points.

Copper in the local market was reputed yesterday as showing a rather easier tendency and there was some relaxing of the boom lately developed by copper mining shares. In the local stock market the shares. In the local stock market the shares of both the Amalgamated Copper Company and the Anaconda Mining Company and the Anaconda Mining Company, the latter a subsidiary company of the Amalgamated, were weaker. In the Boston stock market copper mining shares held up better and in the case of one prominent stock, Tamarack, there was a sensational advance. This stock sold as high as 183, a jump of 33 points compared with Wednesday's closing price, and closed at 176. Boston advices said it was rumored there that the stock had been picked up by interests connected with the Amalgamated Copper Company. It is one of the so-called Bigelow properties and adjoins the Calumet and Hecla mine. The company has only 60,000 shares of a par value of \$25 each. The stock sold as high as 363 in 1901.

GOSSIP OF WALL STREET.

International bankers are said to be in a position to sell long sterling bills freely on this advance of foreign exchange rates. The existing short interest in exchange is understood to be comparatively small, and the state of international banking credits is such that long sterling bills may be drawn here in large amounts.
This means, of course, that a fresh supply of foreign credit is at the disposal of Wall Street.
The recent management of the foreign exchange market has been remarkably adroit, feeling some of the most expert observers in the business. Gold exports have seemed at times to be imminent, when, as it turned out, they were not imminent at all. The foreign exchange sharps are not as free with their predictions as they used to be, acknowledging now that they do not per-fectly comprehend the forces that have been and are still at work.

All of the Russell Sage money that was out on call has been called in and reloaned on time. The competition among banks to put out call money continues, to the great satisfaction of the borrowers. It is sug-gested that one reason for breaking call money rates to their present level was to make the money market less attractive to outside capital, which will now seek em-ployment in other directions. Money brokers seem to expect that the same purpose will extend presently to the time money market. One of the largest money brokers in the Street has recently said: "When everything Street has recently said: When everything else is right the leading institutions will say to the money brokers, What do the stock-brokers want? The money brokers will say, 'They want 4 per cent. time money.' The leading institutions will say, 'Let them have all they want.' There will be the beginning of a big bull market."

The bull party in Brooklyn Rapid Transit apparently met more long stock at 70 than i cared to take. It is said that the stock was bid up to that price by a traders' pool without the cooperation of inside interests, and some of the selling yesterday was believed to come from inside sources. The old B. R. T. party is bullish on the stock for the long pull, but, according to the best information available yesterday, it has not participated in this movement. There was a report in the room in the afternoon that the company proposes to put its trolleys underground, and this made traders somewhat bearish on the stock.

Brokers supposed to represent inside in-terests intimate that the Moore party is not ready to resume builing of Rock Island common. This would partly explain the singular behavior of the stock in Wednesday's session. when a buying movement, based on news-paper reports of a deal with Harriman interests, was summarily checked by the selling of some 20,000 shares, apparently inside stock. There is believed still to be a large short interest that does not show in the load crowd, and traders imagine that it is not going to be badly squeezed.

Persons who have studied the recent trans-Persons who have studied the recent trans-actions in Erie issues are persuaded that the large buying interests, whatever they may be, have sought to discourage an outside following. The market man pulation, they think, has been designed to confuse the trad-ing element. Room sentiment on Erie yes-terday was very bullish, and there was also good commission house buying. The com-mon stock's sharp bulge in the afternoon to national banks.

Secretary Shaw telegraphed the Assistant
Treasurer that the exchange of gold cerinficates for gold coin may be made in favor
the construction of association, such being
the construction of the act of March 14,
1900. The object on the part of individuals

TINK, has been designed to contuse the trading element. Room, sentiment on Eric yesterday was very bullish, and there was also
good commission house buying. The common stock's sharp bulge in the afternoon
was directly due to the execution of a large
buying order by Van Emburgh & Atterbury. Wrenn Bros. and Jurgensen were also prominent buyers.

Washington Seligman is bulling Tennessee Coal and Iron.

It would be difficult to say what the arbitrage?houses did on balance, opinions disagreeing so widely, but at intervals during the sessions the buying around the room by London houses, especially of Union Pacific, was prominent.

The idea grows that there is likely to be a revival of speculation in industrial stocks. The neglect of this group of securities is a familiar theme. The relative cheapness of the industrials has been urged incessantly by those who believe in them, but efforts to awaken speculative interest therein have met hitherto with extreme indifference. The idea aforesaid seems lately, however, to have taken root in quarters where its growth is likely to produce results. Some shrewd operators are examining the industrial list with a view to the market future. United States Steel is considered to be the logical leader of the industrial group, and hence, in part, the recent development of a bullish trading interest in the Steel shares.

In the loan crowd last night there was no particular borrowing demand for stock-The average loaning rate was 3 per cent. The professional short interest is believed to have been considerably reduced. The feeling in the room yesterday was in the main bullish. At intervals there was active realizing by those who began earlier in the week to speculate for a rise, but the trading element generally was disposed to operate

The large buying of United States Steel common began at mid-session and continued almost without interruption until the close. The movement started with heavy transactions at 3914 and 3914, at which two quota tions, alternating, a great deal of long stock was "cleaned up." Jacob Field took nearly all of the 39% stock offered. Field, Con-tent, De Witt and McDonald were the principal pidders. John Shaw was a heavy seller in the forenoon. The selling on the afternoon's advance was scattered. Commission house buying was a prominent feature of the transactions. London also bought. In the last ten minutes of trading Daniel Bacon offered the stock down to 39%, but it rallied and

There was reported a moderate increase of conunission house business. Chicago wires were working very badly still. In trying to make the most of what service there was a wire was given to one house for fifteen minutes, to another for balf an hour, and so on, and a house that had it for fifteen minutes in the morning might not get it again all day.

It was impossible to do business under such conditions, and nobody tried very hard. There is said to be no doubt that Chicago would have been on the buying side of the market these two days last past if its orders could have been transmitted. Wires to nearer points were working yesterday in a fairly satisfactory manner, and they contributed buying orders. The local commission house interest was much improved.

The most interesting feature of the trading in Reading was the buying by the same in terests that accumulated large amounts of the stock around 61. The speculative talk

on Reading is very bullish. American Express stock advanced 14%

Women Who Dress Fashionably keep up to date by reading the Fashion Notes and studying the dress illustrations printed on the Women's Pages of The Sunday Sunday in a verdict for the defendant. FINANCIAL.

FINANCIAL.

Investors Read the Wall St. Journal.

But some Who make

Quick Investments

Watch closely the electric Page Printer

News Sheets of Dow, Jones & Co.

Those who watched these services Thursday may possibly have noted that the important United States Steel decision which freed the company of all litigation in New Jersey was announced therein more than twenty minutes ahead of all other news sources and that the United States steel shares rose more than a point thereafter.

The announcement concerning the reduction in sugar prices [Sugar shares afterward were quoted one point off from the highest of the day] was also made by Dow, Jones & Co. some minutes in advance of all other announcements.

ST. LOUIS & SAN FRANCISCO shares were not active, but this road is one of the keys to the railroad situation and its important changes yesterday in its Board of Directors, were announced by Dow, Jones & Co. more than one hour ahead of all other sources of information.

ROCK ISLAND and the recent contracts it has signed are very important on the raiiroad chess board. Its purchase of Houston & Texas Central from the Southern Pacific, which DOW, JONES & CO. fully announced early in the morning, was, of course, officially confirmed in the afternoon on the same bul-

The BEST NEWS IS THE SAFEST INSURANCE for investments for longer or shorter periods.

Do you watch it at your banker's or broker's? Even if you do, you should see it carefully reviewed in the Wall Street Journal, published morning and evening by Dow, Jones & Co.

The Oldest News Agency of Wall Street.

PARTY WITH CAPITAL TO INVEST in Box Shook pr. position; tradeestablished; ov r \$100,000 annual; one who understands office work preferred. Address

THOS. DRUMMOND & SONS, EAST ST LOUIS. ILL.

ROAD BUYS AN INTEREST IN HOUSTON AND TEXAS CENTRAL

PART OF ROCK ISLAND DEAL.

to Houston, Austin and Galveston Without Building New Road-Price Between S and 9 Millions, Part Cash.

Official announcement was made yesterday that the Rock Island company has purchased from the Southern Pacific company an interest in the Houston and Texas Central Railroad. It is understood that the price paid to the Southern Pacific was between \$8,000,000 and \$8,000,000, part in cash and part in securities of the Rock Island company. The Houston and Texas Central lines connect with the Rock Island at Dallas and Fort Worth, and from those cities, as a result of the deal, the Rock Island will get a direct road to Houston, with a line running westward to Austin. Indirectly, of course, the deal will let the Rock Island road into Galveston. The Rock Island company thus obtains an important lodgment on the Gulf of Mexico, and the necessity of constructing a good many hundred miles of new road to get such an outlet and connections is obviated. between \$8,000,000 and \$8,000,000, part in Such an outlet and connections is obviated.

The Houston and Texas Central Railroad system consists of nearly 700 miles of road. system consists of hearly rob fines of Poan-The Southern Pacific company guarantees the interest on all the company's bonds, the largest issue of which outstanding is \$5.810,000 first mortgage 5 per cents. The company's capital stock is \$10,000,000, of which the Southern Pacific company has owned \$9,596,000.

owned \$9,596,000.

A man familiar with the situation said vesterday: "This deal does not exclude further arrangements of a mutually beneficial sort, such as traffic agreements between the Rock Island company and the Union Pacific interests, which control the Comon Facilic interests, which control the Southern Pacific company. It results in an avoidance of competitive building, which was the curse of the railroad situa-tion up to 1823. This Rock Island-Southern paralleling of railroad lines.

There has been no traffic arrangement made between the Rock Island and the Union Pacific-Southern Pacific for a routing of the former company's freight and pas-senger traffic to the Pacific Coast over the lines of the last named companies; but in view of the friendlier relations now established, it may by that some such arrangement will be unde."

D. G. Reid will sail for Europe on the

Island company. NEW RAILWAY SYSTEM.

b. G. Reid will san for Europe of the steamship Oceanic on Wednesday of next week. It was also reported in Wall Street yesterday that W. B. Leeds will leave next week for an extended trip through Florida. Both are prominent directors of the Rock

Ex-Senator Henry Davis Is the President, and Washington Is to Be the Centre. WASHINGTON, Feb. 5.-Washington is to WASHINGTON, Feb. 5.—Washington is to be the centre of an important railway system, of which ex-Senator Henry G. Davis of West Virginia has been elected president. Two million dollars have already been invested in railroad property, and contracts have been entered into for expending \$7,000,600 in the near future. The road system will have its most important operations in West Virginia and will compete with the Chesapeake and Ohio for business in the southern part of that State.

Mr. Davis has already purchased the Charleston, Clendennin and Southern Railroad, which extends from Charleston, W. Va., to Otter, in the same State, a distance Va., to Otter, in the same State, a distance of sixty-four miles, and has for some months been the owner of the Roaring Creek and Charleston Railroad, which extends for ten miles to a new coal region.

FIGURES OF MANHATTAN CRUSH. at Decreased Cost.

The Manhattan Elevated Railroad Company published yesterday its report of traffic and earnings for the quarter ending Dec. 31. The company carried 64,822,675 passengers, as against 57,225,830 in the same passengers, as against 57,225,850 in the same quarter of 1901, an average daily increase of 82,461, the total recepts increase d \$374,224, or as per cent., while operating expenses decreased \$49,335 or \$12 per cent. The increase in net over 1901 was \$423,559 or nearly 30 per cent. These figures were made possible through the use of the electric system which ofiset in large part an increase of \$150,000 in cost of fuel.

ELECTRIC ELEVATORS FOR SALE, four Oils and one A. B. See: other makes elevators installed; supplies and repairs for all makes of elevators, steam engines and pumps; cheap. J. P. MULHOLLAND, 152 Centre statelephone 1,921—Frankita.

SPIRIT TANK: HOLDS ABOUT 1.000 GAL-LON; for want of use will sell at low figure. Apply KOEHLER, 119 BROAD 53 Who Read "The Sun ? Persons with money, and brains to spend it wisely. Therefore, if you've anything to sell that's worth buying advertise it in THE SUN.—Adv. ELECTRIC motors and dynamos bought, sold and exchanged; first class repairing. BELL ELECTRIC MOTOR CO., 196 Wooster St., City.

REORGANIZATION

American Bicycle Company.

The Committee hereby calls for payment of Three Dollars (\$3.00) per share, being the second instalment of the cash payment required by the Plan and Agreement of this Committee: payment to be made to the CEN-TRAL TRUST COMPANY of New York on or before the 16TH DAY OF FEBRUARY, 1903, by all depositors. WILLIAM A. READ,

Chairman. FREDERIC P. OLCOTT. GEORGE F. CRANE, F. S. SMITHERS.

Committee NEW YORK, February 6, 1903.

HELP WANTED-FEMALES. LADIES-Learn French, American hardressing, manicuring, face, general massage, scalp treatment, removal superfluous hair, facial blemishes, chiropody; day, evening; positions; ladies' maids taught, special \$5 course, NEW YORK HAIR-DRESSING SCHOOL, 254 6th av., near 16th st. WANTED—Active, educated women of business ability to represent us, weekly salary or guarantee paid: give age, qualifications, references. DODD, MEAD & CO., New York.

HELP WANTED-MALES.

A MINING EXPERT WANTED or engineer thoroughly familiar with the Mining business. ED-WARDS, 140 Nassau st. FOREMAN for book and job complesting room; one experienced in handling periodicals and preferably familiar with Lanston macgines; state where employed, wages required and experience. Address W., box 175 Sun office. PRINTER—Competent man to take charge of a small plant for highest class color presswork and bronze embossing. Address K. Y., box 180 Sun office. SPLENDID OPENING for bright reliable party with some means preferred. LAWRENCE, room 602, 140 Nassau st WANTED—By a dry goods commission house, a boy to learn the business; one residing with his parents preferred. Address P. O. box 344. WANTED-First-class die makers for irregular yn, N. Y.

WANTED - A boy in a wholesale hardware store
WANTED - A boy in a wholesale hardware store
Address, in own handwrit-SITUATIONS WANTED-FEMALES.

MISS LARSON, Swedish employment office, 33 West 24th st.: Tel., 3044 Madison Square; help for all capacities.

SITUATIONS WANTED-MALES. ANTONIE GRIPPO, ITALIAN LABOR Contractor, 51 Mott st., New York, will furnish Italian laborers on short notice for all kinds of work. Reply by mail.

MECHANIC, first class, wishes position to de-velop inventions or experimental work. M., box 179 Sun office. OFFICECLEANING, few hours da'ly by respec-table colored woman. Reference. Basement, 119 East 84th st. EXCTRAINSS.

PASSASSASSAS Mardi Gras Excursion SOUTHERN PACIFIC New Orleans Steamers-\$100.00. other entertalaments. Seats on Grand Stand. Sight Seeing. Board on Steamer in New Orleans. Apply 343 Broadway, or Battery Place, or any Tourist Agency. MINIMA

> WINTER RESORTS. NEW JERSEY. Atlantic City.

MARLBOROUGH HOUSE. Stone, Iron and Slate Construction. Atlantic City's newest hotel. Sea water in all baths. Telephones in rooms. Music, Valet service and other modern hotel conveniences. Golf. Booklet.

JOSIAH WHITE & SONS. MISCELLANDOUS.

"Where smiling Spring her earliest visit pays." OLD POINT COMFORT, VIRGINIA. HOTEL CHAMBERLAIN. The most magnificently situated and comfortable furnished Hotel on the Atlantic Coast. Unique in Cuisine, Service and Appointments;
Very Reasonable Rates—
Very Reasonable Rates—
GEORGE F. ADAMS, MANAGER.
Write for Booklet——New Management 1908
You can play GOLF all the year.

Atlantic City, New Jersey.

The Dennis is beautifully situated, directly facing the Ocean and Boardwalk. Hot and cold Seawater in Private Baths. All Golf privileges.

Personal representative at the Holland House, New York, Tuesday, Wednesday, Thursday and Priday of each week during February.

WALTER J. BUZBY.

Personal New York representative for rooms, rates and information—

3 Park Place, 10:30 A. M. to 3 P. M.
Hotel Imperial, 9 to 10 A. M., 3:30 to 8 P. M.
Telephone 6050 Cortland:
CHAS. R. MYERS, Propr. THE DUNLOP. On Ocean front and adjoining the famous Board walk. Built of brick and fron. European plan Sea water baths attached to suites, also public Excellent cafe. Booklet.

ROBERT T. DUNLOP.

NEW JERSEY

Atlantic City

Hotel Islesworth,
ATLANTIC CITY, N. J.

HOTEL STRAND

Winter Resort. ATLANTIC CITY, Winter Resort.
The Strand is a new, modern, brick and stone, fireproof hotel, which overlooks the world-famed boardwalk and ocean and enjoys a refined class of patronage all the year 'round. Personal representative at Town and Country Bureau, 28s Fourth ave., 11 to 1 and 4 to 5:30. Phone 1749-18th.
FAIRBAIRN & WILLIAMS, Owners & Props.

HADDON HALL,

Atlantic City, N. J.
This well-known hotel remains open throughout the year. Golf, Yachting, Driving, Riding. The over famous Boardwalk, etc. Hustrated Booklet. New York office, 289 4th Ave: Phone, 1749—18th. LEEDS & LIPPINCOTT.

GRAND ATLANTIC HOTEL,

HOTEL DENNIS.

ATLANTIC CITY, N. J.

NEW HOTEL RUDOLF

THE CHALFONTE, ON THE BEACH AT NORTH CAROLINA AVE., ATLANTIC CITY, N. J.

LEEDS & HAINES CO. HOTEL AGNEW, Atlantic City, N. J. With separate Sanatorium Annex.
WHOLE BLOCK BEACH FRONT, ENTIRELY NEW 300 Ocean rooms—100 Baths.

HYDROTHERAPY EQUIPMENT, SEA WATER
PLUNGES. Winter, \$2.50 daily—\$15.00 up weekly.

Automobile. Booklet. A. C. MITCHELL & CO.

HOTEL TRAYMORE, Atlantic City, N. J., Remains open throughout the year. Every known comfort and convenience for Winter guests. Golf privileges. Running water in bedrooms.

TRAYMORE HOTEL CO.,
D. S. White, President

OCEAN STEAMERS.

To Madeira,

the Mediterranean

and Black Sea 67 days, costing \$450 up.

Itinerary—Leaving N. Y. March 12, 1903, by the Prinzessin Victoria Luise, for Madeira, Gibraitar, Genoa, Riviera, Palermo, Constantinople, Trebizond, Batoum (Tiflis), Yalta, Sebastopol, Baisclava, Athens, Kalamaki, Nauplia, Syracuse, Naples, Aiglers, Lisbon, Southampton, Hamburg, New York.

Stopovers allowed at Naples, Lisbon, Southampton, and Hamburg. For Particulars Apply to HAMRURG. AMERICAN LINE. 35 37 BROADWAY, N. Y.

Hamburg-American.

For PLYMOUTH—CH ERBOURG—HAMBURG.
Twin-Screw Express and Passenger Service
Bluccher, Feb. 7, 1 P. M. Bluccher, Mar 21, 11 A.M.
Valdersee, Feb. 24, 1 P. M. Pretoria, Mar. 23, 4 P. A.
Penna Mar. 7, 11 A.M. Waidersee, April 4,10 A.
Patricia, Mar. 14, 6 A. M. Deutschland, Aps. (0.4. A. MEDITERRANEAN SERVICE.

NEW YORK - NAPLES - GENOA 2.11A.M.
Palatia - Mar. 2. 2. P. M. | P.V. Luise Mar. 12.11A.M.
Palatia - Mar. 2. 2. P. M. | Phenicia, Mar. 19. 2. P. M.

'Ravenna belongs to Nav. Co." Italia." To Madeira, Gibraltar and Genoa. HAMBURG-AMERICAN LINE. 85 & 37 Broadway. Piers, Hoboke

NORTH GERMAN LLOYD S. S. CO. PAST EXPRESS SERVICE.
PLYMOUTH, CHERDOURG, BREMEN.
Gronpring, Feb. 24.2 M. | Kaiser ... Apr. 7, 10 A.M.,
lalser ... Mar. 10, 10 A.M. | Kronpring, Apr. 18, 9 A.M.
Gronpring, Mar. 24, 12 M. | Kaiser Wm II. Ap. 28, 4PM.
OELIKICHS & CO., 5 BROADWAY, N. Y.

WHY NOT TRY JAPAN? It is one of the most charmingly inter-esting countries on earth, and has an In-dustrial Exhibition this Spring. COOK'S SPECIAL TO: R leaves San Fran-cisco by the S. S. COPTIC March 19th. The fare, 9500 includes all expenses, first class throughout. This trip offers a spien-did opportunity for rest, recreation, and educational travel, and is limited to fifteen members.

THOS. COOK & SON, 261 AND 1185 BROADWAY.
Official Ticket Agents for the Baltimore & Ohio, Chesapeake & Ohio,
Erie, Lehigh Valley, New York Central, and Pennsylvania Stallroads, and
all their connections. Pullman reservations for any line.

of West Indies JAMAICA

Atlas Line Service. 23-DAY CRUISE WITH STOPOVERS, \$125. Hamburg-American Line, 35-37 B'way, N. Y. AMERICAN LINE.

NEW YORK-SOUTHAMPTON-LONDON. Zeeland Feb. 7, 10 A. M. Phila Feb 18, 10 A Finland Feb 14, 10 A. M. St. Paul, Feb. 25, 10 A RED STAR LINE. NEW YORK—ANTWERP—PARIS.

Zeeland. Feb. 7, 19 A.M. Vaderland, Feb. 21,19A.M.
Pinland. Feb. 34, 19 A.M. Kroonisad, Feb. 28,10A.M.
Plets 14 and 15, N. R. Office, 73 Broadway, N. Y.

OLD DOMINION LINE. PARLY SERVICE.
For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.
Freight and passenger steamers sail from Pier 120, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Traffic Manager.

OCEANIC STEAMSHIP CO. Salis from San Francisco to HONOLULU every 10 days. To SAMOA, NEW ZEALAND and AUSTRALIA, SPLENDID 6.00 TOX STEAMERS, Feb. 19th, March 12 and every 21 days.

HOLLAND-AMERICA LINE New Twin-Screw Steamers of 12,500 Tons.
NEW YORK—ROTTERDAM, via BOULOGNE.
Sailing Wednesday, at 10 A. M.
Ryndam. Feb. 18 | Statendam. Mar. 18
Rotterdam. Mar. 4 | Ryndam. Mar. 28
Amsterdam. Mar. 11 | Noordam Apr. 1

E. F. BURNETT, G. E. Agt., 427 Broadway, N. Y

Holland-America Line. 30 B'way, N. Y. CUNARD LINE TO LIVERPOOL

Fact, Fiction, Fun and Fashions

OCEAN STEAMERS.

Clark's Cruise TO THE **MEDITERRANEAN** AND THE ORIENT

February 7, 1903. By the Specially-chartered Lloyd Express S. S. "KAISERIN" (9,500 tons).

RATES: \$400 AND UP. All necessary expenses included. Accommodation may be engaged up to day before sailing, either for the entire cruise or to local points.

Only the Main Dining Saloon Used. ROUTE: Visiting Madeira, Granada, the Albam-bra, Algiers, Malta, Athens, Constantinople, Smyrna, 19 days in Palestine and Egypt, Naples, Rome, Nice, etc.

Absolutely No Overcrowding.

Under the Personal Direction of Open all the year. 350 handsomely furnished front rooms. Most central and best location within a few steps of the famous Steel Pier and Boardwalk. Horsea water baths, private and public. Orchestra. Whiter Terms, American Plan, \$15 per week up: \$2.50 to \$3.50 by day; European plan, \$1.50 per day up. Cafe attached. Booklet mailed. CHARLES E. COPE. FRANK C. CLARK, 201 Washington St., Boston.

JAPAN-CHINA Hawaii and Philippine Islands.

PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYOKISEF KAISHA.
Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghai and Hong Kong.
China. Feb. 13 Nippon Maru Mar. 3
Dorie. Feb. 21 Siberia Mar. 1
For freight, passage and geaeral information
apply at 349 Broadway, or 1 Sattery place, Wasnington Bid'g, and 287 Broadway, N. Y. city.

ATLANTIC TRANSPORT LINE.

NEW YORK -LONDON.

MINNEHAHA Feb. 7, 1 P. M.

MESABA Feb. 14, 9 A. M.

MENOMINEE Peb. 21, 9 A. M.

MINNETONKA Feb. 28, 6 A. M.

MINNETONKA MAR. 7, BOOR.

MINNEAPOLIS MAR. 7, BOOR.

MINNEAPOLIS MAR. 1, BOOR.

ALL MODERN STEAMERS, LUXURIOUSLY

FITTED WITH EVERY CONVENIENCE ALL

STATEROOMS AMIDSHIPS ON UPPER DECKS.

FIRST CABIN PASSENGERS CARRIED FROM

NEW YORK TO LONDON.

POR RATES, ETC., APPLY TO 1 BROADWAY.

SEA ROUTE TO CALIFORNIA. Panama Railroad Steamship Line. Seguranca, Feb. 6, 3 P.M .- C. of Wash., Feb. 14, 3 P. M. CABIN, \$105: STEERAGE, \$40. INCLUDING MEALS AND BERTH. Office, 24 State St. R. L. WALKER, Traffic Mgt.

NEW YORK—QUBENSTOWN—LIVERPOOL.
Oceanic Feb. 11, 5 A. M. Cedric Feb. 25, 4 P. M.
Germanic Feb. 18, noon Celtic Mar. 4, 8:30 A. M.
Pier 48, North River, Office, 9 Broadway; New York STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND FALL RIVER LINE, via Newport and Fall River. Leave Pier 19, N. R., foot Warren St., week days only, at 5:00 P. M. Steamers PLYMOUTH and PILCRIM. Orchestra on each.
STONINGTON LINE, via Stonington. Lve. Pier 40, N. R. ft. Clarkson St., week days only, at 6:00 P. M. Steamers RICHARD PECK and NEW HAMPSHIRE. NR. WICHELLE, via New London. Lve. Pier 40, N. R., ft. Clarkson St., week days only, at 5:30 P. M. Strs. CITY OF LOWELL and RHODE ISLAND. NEW HAVEN LINE, for New Haven, Hartford Springfield and the North. Leave Pier 26, E. R., foot Peck Silp, week days only at 4:30 F. M. Steamer CHESTER W. CHAPIN.

JOY \$1.25 to Providence. LINE First Class Service. Fast and elegant Steamers leave New York daily, excep ing Sunday, at 5 P. M., from Pier

RAILROADS.

35, East River, foot of Catherine St.

RAILROAD. STATIONS foot of West Twenty-third Street and to The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Stathat given below for Twenty-third Street Station, except where otherwise noted.
7:55 A. M. FAST MAIL.—Limited to two Parior
Cars and Dining Car New York to Pittsburg.
Sleeping car Pittsburg to Chicago. No Coaches
to Pittsburg.
8:55 A. M. FAST LINE.—Pittsburg and Cleveland.
9:55 A. M. PENNSYLVANIA LIMITED.—Pullman
Compartment Sleeping, Dining, Simoking, and
Observation Cars. For Chicago. Cleveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville,
8t. Louis.

St. Louis.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.

For Toledo, Nashville (via Cincinnati and Louis-ville), Indianapolis, Chicago, St. Louis. Dining Car. 5.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis, Dining Car. For Welch, W. Va. (via Shenandoah Valley Route. 5:55 P. M. WESTERN EXPRESS. -For Chicago. 5.85 P. M. WENIERN EAPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.
7.85 P. M. PACIFIC EXPRESS.—For Pittsburg
and Chicago. For Knoxville, daily, via Shenandoan Valley Route. Connects for Cleveland
except Saturday.
8.25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg. Cleveland and Cincinnati.
WASHINGTON AND THE SOUTH. PRESS.—For Pittsburg, Cleveland and Cheinnati.

WASHINGTON AND THE SOUTH.

7.55, 8:25, 8:55 (Dining Car), 19:10 (Desbrosses and Cortlandt Streets, 19:20 (Dining Car), 19:35 (Dining Car) and Carl and Streets, 19:20 (Dining Car), 19:35 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), 3:25 "Congressional Limited," all Parior and Dining Cars, 3:25 (Dining Car), 4:25 (Dining Car), 19:35 (Dining Car), 4:25 (Dining Car), 4

Sundays.

CAPE MAY.—12:55 p. m. week days.

For points on New York and Long Branch Rallroad (from West Twenty-third Street Station),

8:55 a. m., 12:10, 2:25, 4:55 a.m. 11:25 p. m. weekdays. Sundays. 5:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streets), 9:00 a. m., 12:20,

3:40, 5:10 and 11:30 p. m. week-days. Sundays,

9:45 a. m., 5:15 p. m.

FOR PHILADELPHIA.

9.45 a. m., 5.15 p. m.

6.10 (Desbrosses and Cortlandt Streets, 6:20), 7:25, 7:55, 8:25, 8:55, 9:25 9:35 Penna, Limited, 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:55 (Dining Car), 11:55 a. m., 12:55 Dining Car), 10:55 (Dining Car), 11:55 a. m., 12:55 Dining Car), 10:55 (Dining Car), 11:55 a. m., 12:55 Dining Car), 10:55 (Dining Car), 2:30 (Desbrosses and Cortlandt Streets), 2:20, 2:35, 8:25 (Dining Car), 5:55 (Dining Car), 5:55 (Dining Car), 6:55 (Dining Car), 6:55 (Dining Car), 135 (Dini

J. R. WOOD. General Manager. Gen'l Passenger Agent. 2-5-1903.

LEHICH VALLEY.

Foot of West 28d A. Cordandt and Desbrosses 8ts. 8.

Daily + Except Sunday. Sunday changes: c 13.28.

1248. e7.00. u8.48. se.66. x5.46

Buffalo Local
Buffalo Local
Buffalo and Chicago Express. 10.25 AM 19.00 AM 19.25 AM 1 The city and Puliman accommodations at 118, 20, 50, 505, 523 and 184 Broadway, 182 5th Ave., 25 Union Square West, 245 Columbus Ave., N. Y. 186 Fulton Sc., 4 Court St., 28 Foodway, and Ft. Pulton St., 26 Columbus Ave., N. Y. 186 Fulton St., 4 Court St., 28 Frondway, and Ft. Pulton St., 26 Court St., 28 Frondway, and Ft. Pulton St., 26 Court St., 27 Frondway, and Ft. Pulton St., 26 Court St., 28 Frondway, and Ft. Pulton St., 26 Court St., 28 Frondway, and Ft. Pulton St., 26 Court St., 27 Frondway, and Ft. Pulton St., 26 Court St., 27 Frondway, and Ft. Pulton St., 26 Court St., 27 Frondway, and Ft. Pulton St., 26 Court St., 27 Frondway, and Ft. Pulton St., 26 Court St., 27 Frondway, and Ft. Pulton St., 27 Frondway, and Ft. 27 Frondway, and Ft. Pulton St., 27 Frondway, and 27 Frondwa

NEWYORK

RAILROADS

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below:
North and Westbound trains, except those leaving Grand Central Station at 839, 1139 A. M., 2:43, 3:30, 9:15, 11:30 P. M., will stop at 125th st. to receive passengers ten minutes after leaving Grand Central Station.

All Southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 60, will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10 A. M.—4MIDNIGHT EXPRESS.— Due Albany 5:55 A. M. Troy 6:50 A. M.

7.54 A. M.—18MIDNIGHT EXPRESS.— Due Albany 5:55 A. M. Troy 6:50 A. M.

7.55 A. M.—18MIPIRE STATE EXPRESS.— Most famous train in the world. Due Buffalo 4:45. Nlagara Falls 5:45 P. M.

A. M.—18AF MAIL.—24 nours to Chicago Due Buffalo 7:10. Nlagara Falls 8:07.

10.30 A. M.—10AY EXPRESS.—Due Rutland 7:55 P. M.

11.30 India 4:50 P. M.

11.30 India 4:50 P. M.

12.50 P. M.—18UFFALO LIMITED.—Due Buffalo 1:55 P. M.

10.00 P. M.—18UFFALO LIMITED.—Due Buffalo 1:00 P. M.—18UFFALO LIMITED.—Due Buffalo 1:00 P. M. Nlagara Falls 1:55 P. M.

10.01 P. M.—18UFFALO LIMITED.—Due Buffalo 1:00 P. M.—18UFFALO LIMITED.—Due Buffalo 1:00 P. M.—18UFFALO LIMITED.—Due Cincinnati 10:50, Indianapolis 1:50 A. M., St. Louis 6:15 P. M. next day.

10.01 P. M.—18UFFALO LIMITED.—24 hours to Chicago via Lake Shore. 26:15 via M. C.

20. hour train to Chicago via Lake Shore. Electric Lights and Fans.

20. P. M.—18LBANY AND TROY FLYER.—
Electric Lights and Fans.

20. P. M.—18LBANY AND TROY FLYER.—
Due Albany 6:00, Troy 7:00 P. M.

21.01 P. M.—18LBANY AND TROY FLYER.—
Due Albany 6:00, Troy 7:00 P. M.

21.02 P. M.—18LBANY AND TROY FLYER.—
Due Chicago Specials. B. M.—'ALBANY AND TROY PLYEB.—
3.35 P. M.—'ALBANY AND PROY EXPRES S.—Local stors.
4.00 CHICAGO SPECIAL.
5.30 P. M.—DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
D. M.—LAKE SHORE LIMITED.—24.
Due Cleverand 7:25 A. M., Cinchmail 1:30.
Indianapolis 3:10, Chicago 4:30, St. Louis 1:30.
Indianapolis 3:10, Chicago 4:30, St. Louis 1:30.
P. M.—WESTERN EXPRESS.—28 hours to Chicago via both L. S., and M. C.
6.35 A. H., or Ru'land.
7.30 EN PRESS.
8.00 P. M.—MONTREAL EXPRESS.—18 hours to Chicago via both L. S., and M. C.
8.35 A. H., or Ru'land.
7.30 EN PRESS.
8.00 SPECIAL. Due Buralo 1:25 A. M., Niagara Pells, sail, Toronio 10:59 A. M., Niagara Pells, sail, Sail 3.35

NEW YORK CENTRAL ROUTE NEW YORK, BOSTON AND Via Springheid and the BOSTON AND ALBANY RAILROAD.

Chew York Central & Hudson River R. R., Lessee. Trains leave Grand Central Station, Fourth avenue and 42d street. New York, as follows:

19.00 A. M., 112.00 noon, '4.00 P. M., '1130 P. M., erite at Boston 3.30 P. M., 5:10 P. M., 10:30 P. M., 6:15 A. M.

Leave Boston 19:00 A. M., 112:00 noon, '4:00 P. M., '11:00 P. M., arrive New York 3:30 P. M., 5:40 P. M., 10:00 P. M., 4:14 A. M.

Ticklets at New York Central telect offices, 415 and 12:16 Broadway, and at Grand Central Station. A. H. SMITH. GEOIGE H. DANIELS. General Superintendent. General Passenger Agens WEST SHORE

RAILROAD.

New York Central & Hudson River R. R. Lesseed Trains, leave Franklin St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R.— 77:00 A. M.—For Interm. points to Albany. 111:20 A. M.—O. Saratoga & Mohawk Exp. 120:0 P. M.—Cont. Lim. for Detroit, Chi. & St. Louis, 1243 P. M.—Gor For Hudson River points & Albany. 18:45 P. M.—For Roch., Buffalo, Cleve'd & Chicaro, 17:45 P. M.—For Roch., Buffalo, Letroit & St. Louis, 18:45 P. M.—For Ryra, Roch., Niag. Falls, Det. & Chi-caro, 17:45 P. M.—For Ryra, Roch., Niag. Falls, Det. & Chi-pais, 1Daily, except Sunday. Leaves Brook, 19 A. M.; (2) at 12:35 P. M.—Time tables at principal hotels and offices. Baggage checked from notel or residence by Westcott Express. A. M.; (2) at 12:35 P. M.—Time tables at principal hotels and offices. Baggage checked from notel or residence by Westcott Express. A. H. SMITH.

N. Y. N. H. & H. R. R. and conne N. Y., N. H. & H. R. R. and connections
From Grand Central Station.

Leave By way of Due,
48:00 A.M. Hartford and Williamantic, 2:00 P.M.
49:00 A.M. Springfield and Worcester, 8:30 P.M.
10:00 A.M. Williamantic, 2:00 P.M.
10:00 A.M. Springfield and Worcester, 5:00 P.M.
10:00 A.M. New London and Providence, 3:00 P.M.
10:00 P.M. Springfield and Worcester, 5:00 P.M.
10:00 P.M. Springfield and Worcester, 6:00 P.M.
10:00 P.M. New London and Providence, 6:00 P.M.
10:00 P.M. New London and Providence, 9:00 P.M.
10:00 P.M. New London and Providence, 9:00 P.M.
10:00 P.M. Springfield and Worcester, 10:00 P.M.
11:00 P.M. Springfield and Worcester, 10:00 P.M.
11:00 P.M. Springfield and Worcester, 0:15 A.M.
11:00 P.M. Springfield and Worcester, 0:15 A.M.
12:00 P.M. Springfield and Worcester, 0:16 P.M.
13:00 P.M. Springfield and Worcester, 0:16 P.M.

READING SYSTEM. NEW JERSEY CENTRAL R. R.

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24.00 17:15 Easton only), 6:16 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:55 A. M., 1:30, 5:39 P. M. 24:50, 9:10 WILKESBARRE AND SCRANTON—24:00, 9:10 WILKESBARRE AND SCRANTON—24:00, 9:10 SUNDAYS, 24:25 A. M., 1:00, 5:39 P. M.

WILKESHARRE AND SCRANTON—24:00, 9:10

A. M., 5 P. M. SUNDAYS, 24:25 A. M., 1 P. M.

LAKEWOOD AND LAKEHIRST. TOMS

HIVER AND BARNEGAT—21:00, 9:40 A. M.,
1:30 (3:40, 4:10 Lakewood and Lakehurst only),
5:00 (5:30 Lakewood only) P. M. SUNDAYS, 10:00

ATLANTIC CITY—9:90 A. M., 13:40 P. M.

VINELAND AND BRIDGETON—12:00 A. M.,
1:30 P. M.

LONG BRANCH. ASBURY PARK, OCEAN

GROVE. POINT PLEASANT AND SEASHORE POINTS—2:300, 5:30, 11:30 A. M., 4:45,
5:30, 6:30 P. M. SUNDAYS, except Ocean Grove,
9:00 A. M., 4 P. M.

PHILADELPHIA—0READING TERMINAL—
2*1:25, 17:30, 18:30, 5:30, 11:30 A. M., 11:200,
9:00 P. M., 12:15 Mdt.
2*TH AND CHESTNUT STREETS—4:25, 18:50,
P. M., 12:15 Mdt.
2*TH AND CHESTNUT STREETS—4:25, 18:50,
P. M., 12:15 Mdt.
READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT—4:30, 24:25, 18:00, 17:00, 19:25

READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT—4:30, 24:25, 18:00, 19:00, 11:00, 0,
11:00 A. M. Reading only, 81:00, 12:0, 12:00 P. M.

READING, HARRISBURG, POTTSVILLE AND
WILLIAMSPORT—4:300, 24:25, 18:00, 19:00, 11:00, 0,
11:00 A. M. Reading only, 81:00, 12:0, 12:00 P. M.

READING, HARRISBURG HARRISG ONLY, 14:20, 14

WILLIAMSPORT - 4700, 21.25, 1800, 1910, (10.00, 11.00 A. M. Reading only), 42.00, 1800, 12.00 P. M. Reading, Pottsville and Harrisburg only, 14.00, 15.00 P. M. ROYAL BLUE LINE.

FOR BALTHORE AND WASHINGTON—
18:30, *10:30, *11:30 A. M., *10:0, *3:10, *5:00, *7:00
P. M., 12:15 Mdt.
2From Liberty Street only, *Daily, *Daily,
except Sunday, Sunday only, iParlor cars only.
Via Tamaqua, Ssalurdays,
Offices: Liberty St. Ferry, South Perry, 6 Astor
House, 113, 261, 434, 1300, 1354 Broadway, 182 att
Ave., 25 Union Square West, 153 Last 125th St.,
273 West 125th St., 245 Columbus Ave., New York
4 Court St., 344, 890 Fulton St., Broadyin, 98 Broadway, Williamsburg, New York Transfer Co. calls
for and checks bagagage to destination.
W. G. BESLER,
Vice-Pres. & Gen. Mgr. General Pass'r Agent.

BALTIMORE & OHIO RAILROAD. Leave N. Y. City, South Ferry, Liberty St.
Chicago, Pittsburg. 12:10 net. 12:15 net.
Chicago, Columbus. 12:55 pm. 12:00 pm Diner.
Pittsburg, Cleveland 13:35 pm. 13:10 pm Lim't.
Pittsburg "Limited" 6:55 pm. 7:00 pm Buffet.
Cincinnati, St. Louis. 12:10 net. 12:15 hgt
Cincinnati, St. Louis. 10:25 am. 10:30 am Diner.
Cincinnati, St. Louis. 10:25 pm. 10:30 pm Diner.
Cincinnati, St. Louis. 10:25 pm. 11:00 pm Diner.
Norfolk. 11:255 pm. 11:00 pm Diner.

Washington, Balto... 18.25 am. 18.39 am. Buffet.
Washington, Balto... 10.25 am. 10.30 am. Diner.
Washington, Balto... 11.25 am. 11.30 am. Diner.
Washington, Balto... 11.25 am. 11.30 am. Diner.
Washington, Balto... 12.55 pm. 10.00 pm. Diner.
Washington, Balto... 12.55 pm. 13.40 pm. Diner.
Washington, Balto... 14.55 pm. 15.00 pm. Buffet.
Washington, Balto... 16.55 pm. 17.00 pm. Buffet.
Washington, Balto... 18.55 pm. 18.40 ROYAL BLUE TRAINS.

Lackawanna Railroad.

find felicitous framing in THE SUN. -Ade